DeLoreanWorld

Published Quarterly by the DeLorean Owners Association Volume 10, Number 4; 1993

DMCL Test Track Revisited
Euro Expo '93

EXPO '94

JOIN US IN FABLED WILLIAMSBURG, VIRGINIA
MAY 19 THROUGH 22, 1994

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Photo by Robin McNeill
Former DMCL Test Track at Dunmurry
revisited — at high speed

DELOREAN WORLD

Volume 10, Number 4; 1993

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DeLoreanWorld

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DELOREAN EXPO '94

May 19-22, 1994
Williamsburg, Virginia

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PRESIDENT'S MESSAGE

By David Knudson

ALIEN STALKS LIZ!

One of the most colorful aspects of Euro Expo '93 was the media. Reporters from all over Europe flocked to the event to take photos and interview nearly every attendee. But it all started several weeks ahead of the event. Mary Lou was listed as an information source on our news releases so, of course, our phone rang at all hours with European reporters looking for the "big story."

It was easy to tell that many of the calls were coming from publications who hadn't been sent a release. Here's an example: "This is Ian Brent from the London Enquirer. Your cars are a bit problem-prone. Right?"

It seems Europe has far more than its share of tabloids. And they're not the least interested in printing the truth - much like their American counterparts.

Buried among the lurid headlines and nudey photos of one tabloid was, "My DeLorean stands up against any Ferrari or Lamborghini...only rich people own them...everyone holds them in awe." These were quotes attributed to Mary Lou that she never made.

Well, I guess weird publicity is better than no publicity at all.

CHAPTER BASE IS GROWING AGAIN.

One of the most difficult steps the Board had to take was to remove the charter from all of our chapters and start over again. Much of the move was prompted by the IRS, who insisted that we restructure under new guidelines. Chapters could no longer charge their own dues and strict financial reporting was a must.

Many of the chapter coordinators chose not to renew their charter under the new policies, however, as you will notice in future issues of the magazine, new people are now stepping in to fill the void. We look forward, now, to an even stronger chapter base.

BACK TO THE PRESENT.

Several months ago, we got a call from a member who was interested in converting DeLoreans to replicas of the "Back-to-the-Future" car. He wanted to know where he might get a coffee grinder similar to the one used in the movie car. (I didn't even know it had a coffee grinder in it.) We called our trusted contact at Universal Studies and she referred us to the "Back-to-the-Future" fan club.

We talked with the founder, Bob Boyce, who promptly contacted our member and sent us one of his club's well-produced newsletters, "The Hill Valley Telegraph."

The Telegraph was chock full of information guaranteed to please anyone interested in the BTTF phenomenon. Articles cover fascinating details about the BTTF movies as well as the rides. If you're interested in joining, look for their ad in this issue.

RETIREMENTS AND NEW FACES.

Three valued officers retired from their positions after many years of service.

Phyllis Balderston served as Secretary, Debbie Spurlin as Product Director and Jon Spurlin as Technical Director. All three will remain as Board members under the title, Director at Large.

New Board members include Linda Porter and Rhetta and Arnold Schwartz.

My thanks to Phyllis and the Spurlins for their untold hours and their important contributions to the Association.

Linda and the Schwartz's have attended numerous Association events, so they will step into their roles with considerable Association experience. Welcome aboard.

THE INSURANCE ROLLER COASTER.

I've been writing about the proposed members-only insurance plan for so long in this column that I'm even boring myself. First, it would look very hopeful. Then, not so hopeful. But there was a major step that took place several weeks ago.

A high-quality insurance company has verbally agreed to carry the Association. I say "verbally" because the contracts are being drawn up at this moment and, as we all know, they may or may not be acceptable.

Yes, this will also take awhile but it looks very good, finally. Once the plan takes shape, all members will receive details in the mail. Keep your fingers crossed.

WILLIAMSBURG HERE WE COME!

DeLorean Expo '94 could be our biggest event ever, primarily because Easterners haven't had a national Expo for several years and we have a lot of new Eastern members.

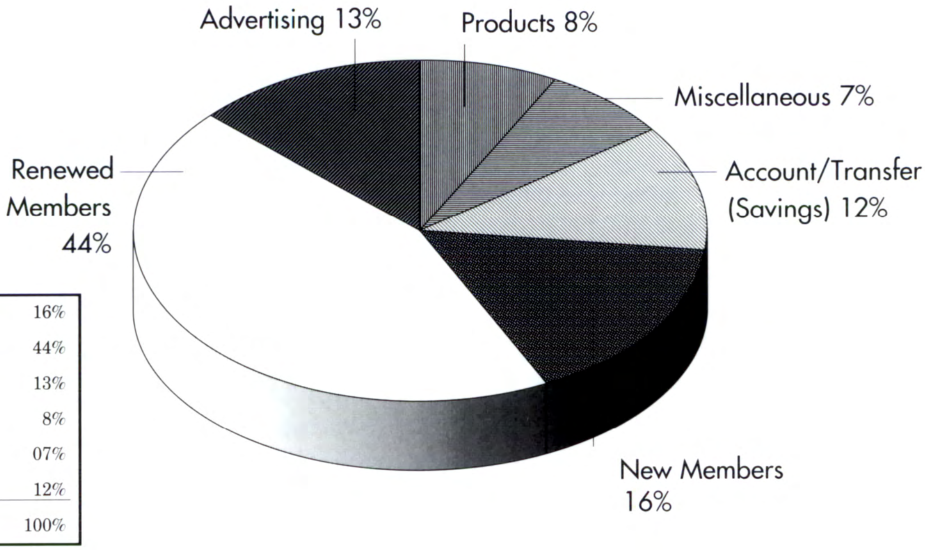
We will be implementing many new ideas and one of the highlights will be a world class Concours. So mark your calendars now - May 19 to 22, 1994.

TREASURER'S REPORT

By Joan Truscott

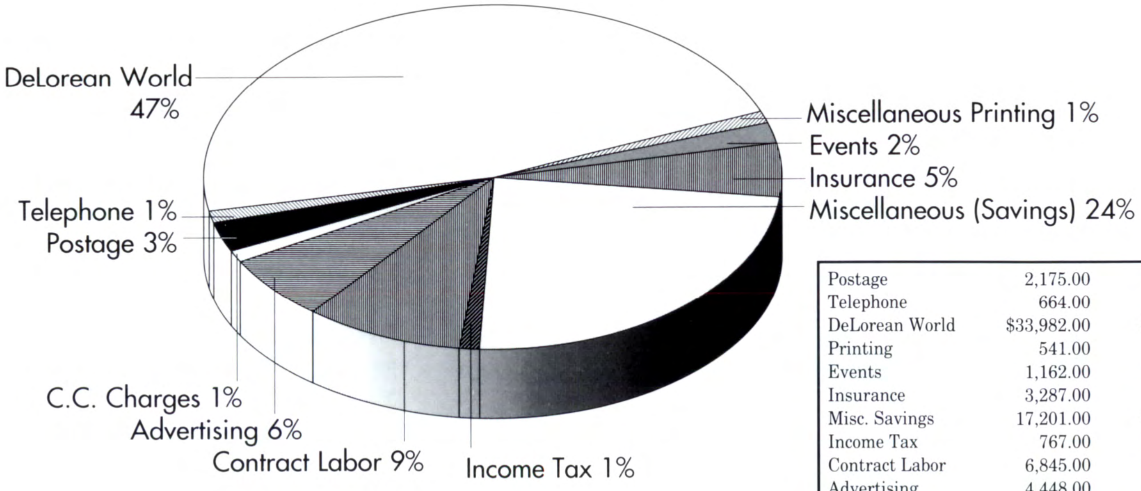
DELOREAN OWNERS ASSOCIATION

SECOND QUARTER 1993 INCOME



New Members	6,495.00	16%
Renewed Members	$18,330.00	44%
Advertising	5,528.00	13%
Products	3,388.00	8%
Miscellaneous	3,096.00	07%
Acct. Transfer (Sav.)	5,000.00	12%
Totals	$41,837.00	100%

SECOND QUARTER 1993 EXPENSE



Postage	2,175.00	3%
Telephone	664.00	1%
DeLorean World	$33,982.00	47%
Printing	541.00	1%
Events	1,162.00	2%
Insurance	3,287.00	5%
Misc. Savings	17,201.00	24%
Income Tax	767.00	1%
Contract Labor	6,845.00	9%
Advertising	4,448.00	6%
C.C. Charges	468.00	1%
Totals	$71,540.00	100%

EDITOR'S NOTE

By Kay Myhre

One hundred and eleven DeLoreans set a numerical record on their way to Universal Studios, Studio City, California. The remarkable actor portraying Doc Brown exclaims, "Great Scott! It's a family reunion!" And Brian Graifman, New York, makes available to you, a scientific description of the Back to the Future ride.

Rodney McComb, Northern Ireland Ulster Automobile Club, is remembering nostalgic days past as he escorts Mike Loasby, keynote technical speaker and test track designer, from the airport to the Forte Crest Hotel in Belfast, site of DeLorean Euro Expo '93. Mr. McComb graciously gives DeLorean World permission to reprint his 1981 article, "Wheelspin", which he published locally in Northern Ireland over ten years ago.

Mike Loasby, an impressively distinguished gentleman, arrives from England to present historical technical knowledge at the Euro Expo tech seminar. We enjoy the opportunity of pleasant, nostalgic, and enlightening discussion during dinner at the Forte Crest the evening before we pay homage to the DMCL test track which he designed. Many DeLorean owners remark with wonder about this rare opportunity for so many DeLoreans to return to the factory. The thrill of driving the test track restores a historical continuity from the origin to today in 1993.

There are many interesting facts about your DeLorean automobile (and the people who made it happen) which are being researched and will be released to fulfill your quest for information. Kjell and I visited the National Motor Museum in Beaulieu, south of London, England, and acquired interesting data from their research library.

You have expressed to me numerous times in your letters and in conversation, a point of philosophy, to make an effort to dispel myths and misconceptions, and to make a concerted effort to publish true facts. One could be absolutely amazed at how a few individual reporters fabricate opinionated, misinformed stories. They are in the minority, but they are high profile.

On the bright side, many individuals are reviewing history and looking to the future with reinforced integrity. Dick Mulholland, DMCL Plant Supervisor, and his lovely wife, Carol, are very special guests at Euro Expo. The man who carried so much responsibility delivers a soft-spoken account of making your automobile a reality. I recently read this applicable quotation, "It was the act of creation itself that was sacred, not the artifacts." Perhaps it applies in this situation? Mr. Mulholland thought the "dream" was lost, but attending Euro Expo helps him realize the "dream" is alive and well.

Over thirty-five factory managers and employees attend the reception. You can look forward to hearing from them in future issues of DeLorean World.

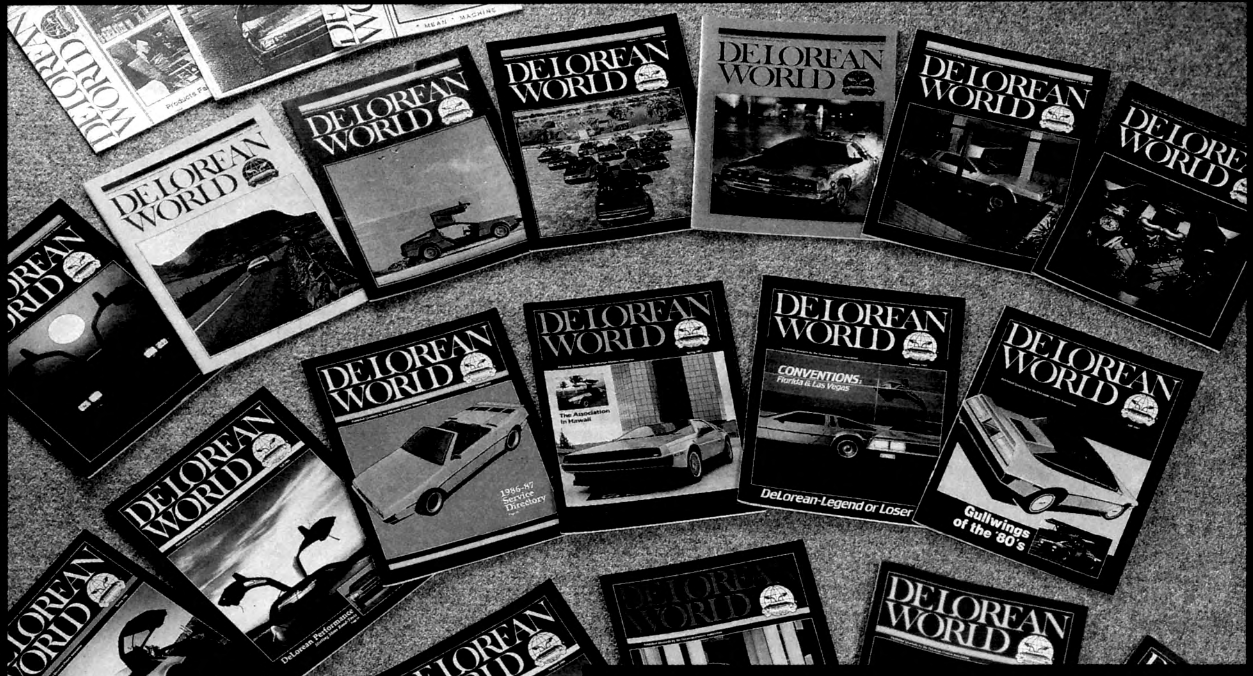
One perceptive reporter whispers to me, "You know, this is really history in the making! DeLorean owners from all over the world meeting the DeLorean makers and all of it being recorded extensively by the media."

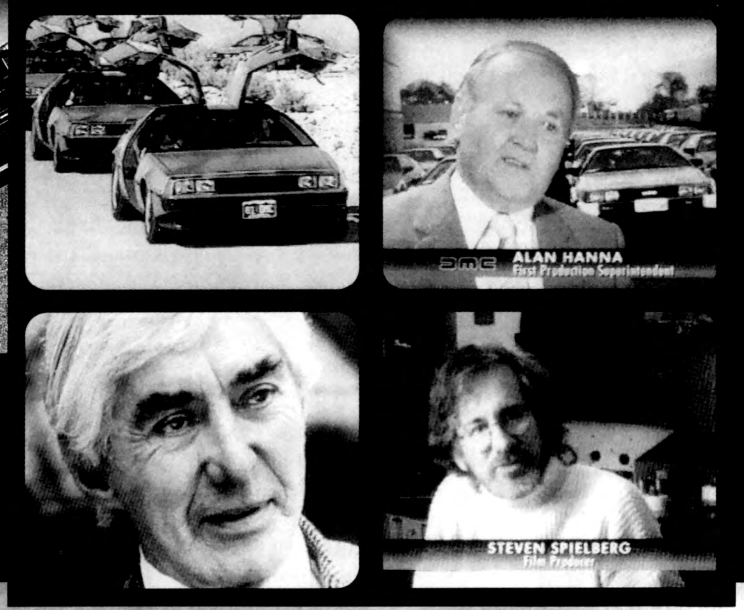
The helicopter crew is rushing passengers to board quickly, because there are many awaiting their turn to fly over the former DMCL facilities. As they are flying overhead, over a dozen DeLoreans and owners are revving their engines in anticipation of the thrill of driving the test track. Expo attendees are experiencing the excitement (owners, employees, and media). Yes, the media is cognizant, "This is history in the making."

Euro Expo '93 was conceived and orchestrated by our able Chapter 38 Coordinator, Robert Lamrock. George Senninger, Director of Montupet in Dunmurry, and Jean Jacques Pezet, Public Relations Director, are most generous hosts. Montupet, manufacturer of aluminum casting products, currently occupies the former DMCL plant. Prior to the weekend event, Kjell and I are enjoying lunch at the Cobblestone Cafe in Dunmurry, when, by chance, we meet Mr. Senninger. A charming, yet pensive, executive, he relates his concern and desire to present a very special and memorable event. He and Jean Jacques extend their hospitality in an outstanding effort in time and expense to make this historical event a reality. They are working with labor unions regarding overtime and extra security. They renew the test track with ground crews cleaning up overgrown areas, and they provide their facilities for the banquet, tech seminar, tours, helicopter access, media access, and public display of the DeLoreans. The DeLorean Owners Association is very appreciative of their extraordinary efforts.

By the way, George Senninger drives a DeLorean and is a member of the Association. When asked why he decided to buy a DeLorean, he smiles and comments, "Well, I guess I wanted a souvenir." Yes, this *is* history in the making.

Kay Myhre





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DeLorean Owners Association Products

002	Baseball Cap with mesh back and Logo; white, emerald green, gray or royal blue	$15.00
004	Official Silver Jacket (unisex); zip front with Logo embroidered (dry clean only)	$85.00
019	Black Satin Coaches' Jacket; Flannel-lined; Snap front. M only	$35.00
019W	White Satin Coaches' Jacket. Sm, M & XLg	$35.00
057	Black Cotton Knit Sweater with Logo. Great for all-weather. M, Lg, XLg, XXLg, & XXXLg	$40.00
014	Black Knit Zippered Vest w/printed Logo; Sm	$9.00
016	Black Long-sleeved Sweatshirt with large Logo; washable. Sm to XLg	$25.00
016W	White Long-sleeved Sweatshirt with large Logo; washable. Sm to Lg	$25.00
016DC	Washington DC Expo ' 88 Black Long-sleeved Sweatshirt; Collectors Item. M only	$16.00
016CC	Cape Cod Expo '89 Red Long-sleeved Sweatshirt w/silver DeLorean; Collectors Item. S to XLg	$22.50
	X-long & XXLg	$24.50
012	Our Best Golf Shirt with embroidered Logo (no pocket); gray, green, or white. M to XLg	$28.00
012P	Our Best Golf Shirt with embroidered Logo (with pocket); red or blue. M to XLg	$30.00
043	Oversized Silver Tank Top with printed Logo; 100% cotton. One size fits all.	$20.00
006	Tee Shirt with printed Logo; black or gray;	$12.00
017	Ladies scoop neck Tee Shirt with Logo (washable). Gray only. Sm & Lg	$10.00
006LV	Las Vegas Expo '91 Red Tee Shirt with Logo. Collectors Item. Sm & XXLg	$6.00
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051	Brushed Silver Quill Pen with Logo	$12.00
054	Bic Executive Rollerball Pen; black with Silver Logo	$2.00
027	License Plate Frame with Logo "My Other Car is a DeLorean"	$5.00
055	Big Mouth Tumbler with Capped Straw and Logo. Great for traveling; black or red	$4.50
026	Brushed Silver Photo Album. 7" X 8" ; cloth lining, nameplate, gift box	$46.00
026F	Fillers for 026 Photo Album	$6.00
059	"Back from the Future" VHS Video. Historic half hour video of DeLorean factory, early prototypes, the Association, "Back to the Future" ride in Florida. Produced by Robert Lamrock, Ulster TV	$36.95
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049	DeLorean World Magazine Binder with Logo; silver and black; holds 12 magazines	$15.00

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LOPING TOWARD THE DEATH STAR, WITH EVERY SENSE BUT SMELL

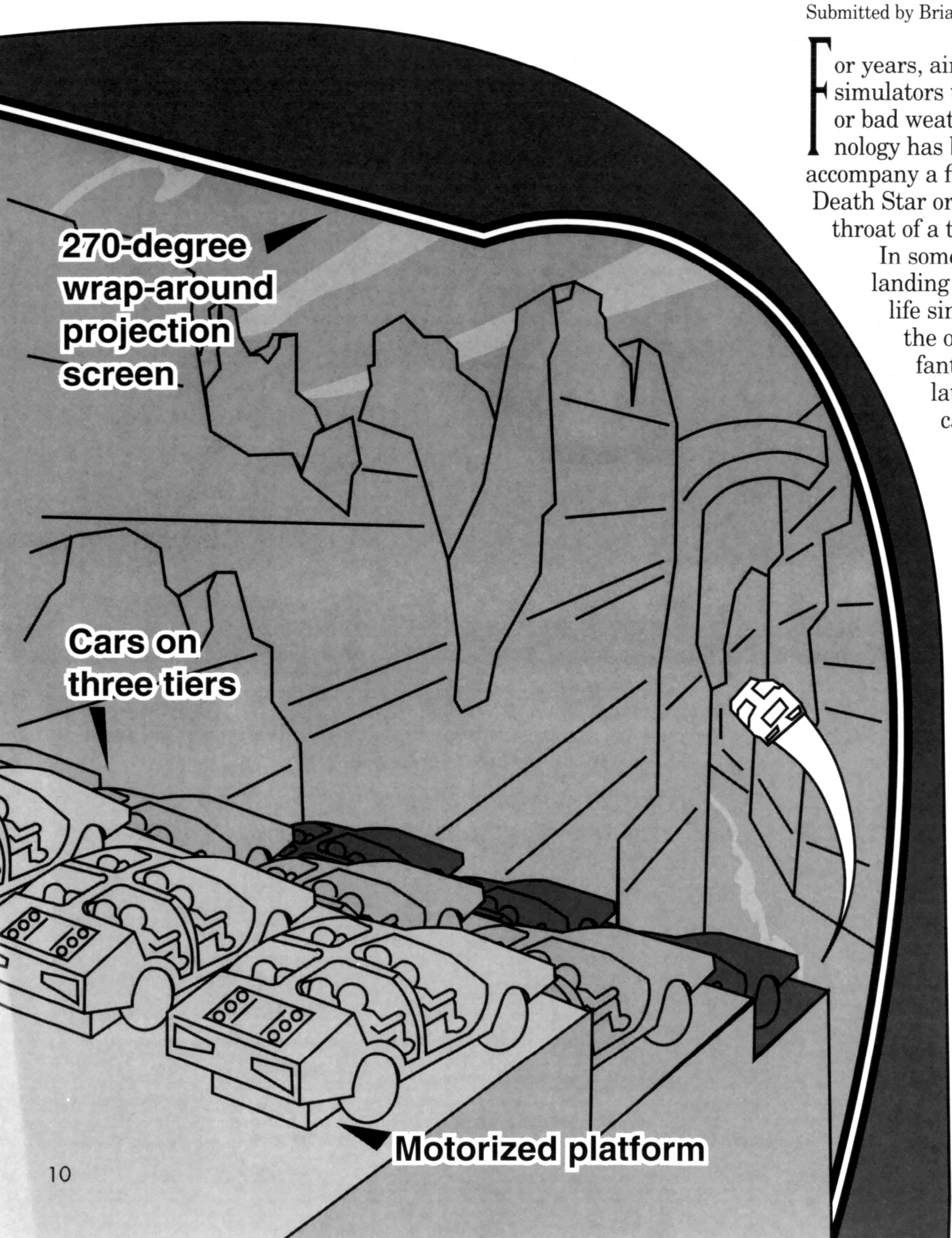
Article Reprint, The New York Times,
Sunday, December 19, 1991
By Matthew L. Wald—Orlando, Florida
Submitted by Brian Graifman

For years, airlines and the military have used flight simulators to train pilots for equipment failure or bad weather. But lately, the still-evolving technology has been put to use to allow novices to accompany a fighter pilot on a strafing run over the Death Star or to ride a flying sports car down the throat of a tyrannosaurus rex.

In some ways, this is easier to simulate than landing a 747 in a fog-bound airport. A real-life simulator, after all, must measure up to the operators' previous experience. But the fantasy rides - though called "flight simulators" by amusement park designers - can take some poetic license.

What the entertainment medium requires is a realistic feel, and in that area the new rides have surpassed the industrial simulators in some ways. There are magnificent visual displays, vast sound systems, motion platforms to give the sensation of flight, if not in the cerebral cortex, at least in the gut.

The newest and biggest flight simulator is a $40 million "Back to the Future" ride at Universal Studios here. It uses the same cast of characters as the three "Back to the Future" movies and boasts that it plays to every sense except smell.



Universal Studio's "Back to the Future" ride uses a film with an oversized negative projected onto a screen seven stories high, 80 feet in diameter and covering an angle of 270 degrees, to simulate the experience of flying at high speed.

Walt Disney World, nearby, runs two older models that are slightly less ambitious but still impressive: Star Tours, based on the “Star Wars” movie, and Body Wars, a simulated trip through the body on a tiny submarine-like vehicle.

The function may be merely entertainment, but the technical effort is substantial, a level of information overload that approaches what computer designers call “virtual reality”, or stimulation of the entire sensorium with artificial input.

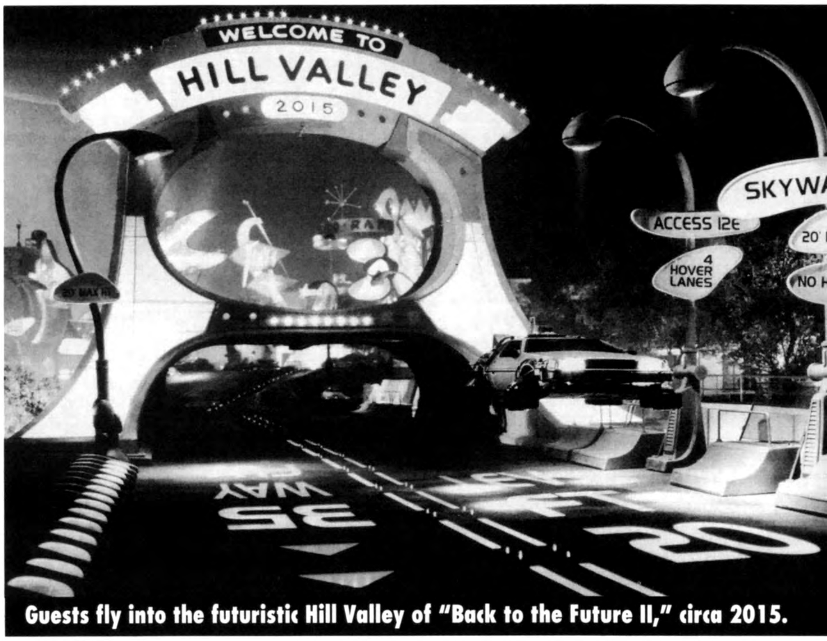
VISITORS SIT IN ONE OF 12 MOCK-UPS OF AN EIGHT-PASSENGER DELOREAN SPORTS CAR, WITH THE TRADEMARK GULL-WING DOORS BUT NO ROOF.

Back to the Future, which opened in May, employs an Omnimax film projected on an 80-foot diameter screen shaped somewhat like the inside of an egg with an end cut off. The size and curve allows the horizontal axis to fill 270 degrees of the viewer’s vision; in other words, not only the front, like a television set, but everything within easy sight even if the rider swivels his head.

The difference between the image and the one on a TV screen is like the difference between listening to a symphony orchestra through the earplug of an AM radio and sitting in a concert hall.

The negatives on the film itself are triple the size of the largest format now in use in movie theaters. Conventional movie film is measured in millimeters, for the width of each frame and perforations, a count of the holes along the side of the frame by which the film is pulled along. The largest conventional film uses 70 millimeters and five perforations. But the Omnimax film is horizontal, 70mm high and 15 perforations wide. The result is a negative with about 10 times as much information as a regular film negative, according to Douglas Trumbull, the director.

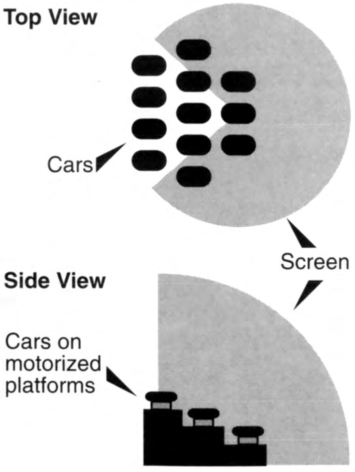
That is a lot more information than comes across on many commercial simulators. Richard S. Bray, a recently retired developer of flight simulators at the NASA Ames Research Center in Moffett Field, Calif., said commercial airliner simulators show the pilot only what would be seen from the cockpit windshield and one side window.



Guests fly into the futuristic Hill Valley of “Back to the Future II,” circa 2015.

Simulators for fighter pilots sometimes show the entire sphere around the plane, he said, but because these are computer generated and the computer cannot create detailed images as fast as the pilot can move, they present limited information. “Most of them are aimed at air-to-air combat, so they don’t have to put much in-scene but the visible horizon, maybe some clouds and then the target aircraft,” he said.

One company, CAE Industries, of Toronto uses eyepieces mounted on a helmet and changes the view as the wearer’s head moves, he said. Others have tried showing great detail in the area immediately in front and less in areas seen by peripheral vision, where detail is less detectable anyway.

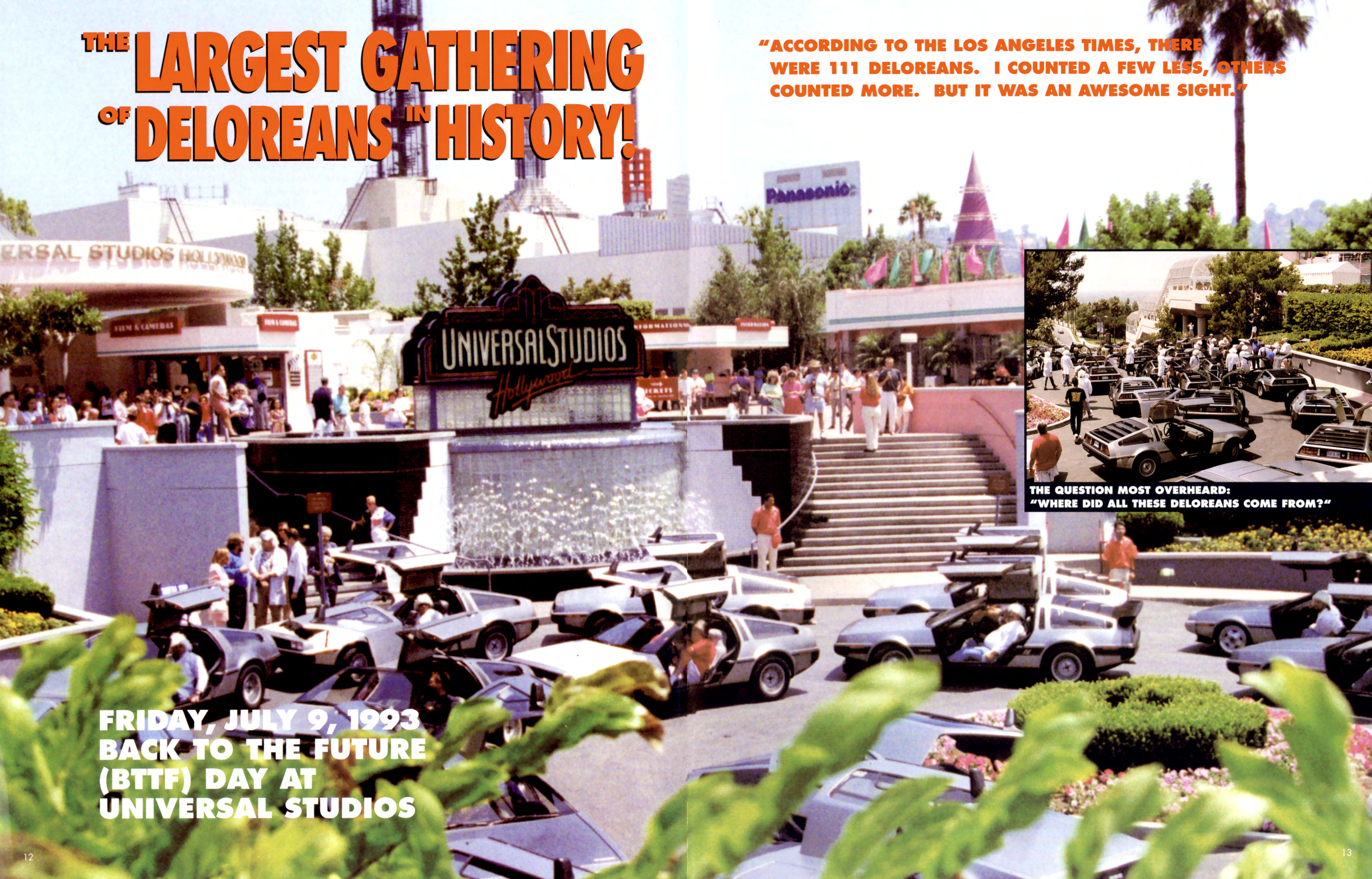


Twelve cars, each of which can seat eight people, sit on motorized blocks that can move and tilt two feet in any direction. Fog, blasts of cold air and a 10,000 watt sound system complete the effect.

continued on page 33

THE LARGEST GATHERING OF DELOREANS IN HISTORY!

"ACCORDING TO THE LOS ANGELES TIMES, THERE WERE 111 DELOREANS. I COUNTED A FEW LESS, OTHERS COUNTED MORE. BUT IT WAS AN AWESOME SIGHT."


UNIVERSAL STUDIOS HOLLYWOOD
UNIVERSAL STUDIOS
Hollywood
Panasonic

FRIDAY, JULY 9, 1993
BACK TO THE FUTURE (BTTF) DAY AT UNIVERSAL STUDIOS

THE QUESTION MOST OVERHEARD:
"WHERE DID ALL THESE DELOREANS COME FROM?"

THE LARGEST GATHERING OF DELOREANS IN HISTORY!

By John Truscott
Photos by Kay Myhre, Kjell Myhre, Robin McNeill

According to the Los Angeles Times, there were 111 DeLoreans. I counted a few less, others counted more. But it was an awesome sight.

Here's how it all began. We had been in contact with Universal Studios, California for months trying to link the Association, in some way, to the new Back to the Future ride that Universal was going to introduce. As opening day approached, they requested DeLorean memorabilia from us for use in the ride's waiting rooms but little was developing.

The ride opened and still nothing. Although they were showering the media with advertising, there didn't seem to be much interest in the Association.

THE PRESSURE WAS ON.

Then the call came, "How many cars do you think you could get together to caravan to Universal?"

Thus began a week of hectic negotiations coupled with mailing out over 200 invitations to Western members and over 300 news releases to the nation's media. Nevertheless, Friday, July 9th, a massive caravan of DeLoreans left Orange County destined for Universal Studios, 40 miles away.

Our negotiations had produced a police escort for the caravan, a cellular phone link with Universal, a free lunch for everyone, free access to the park, immediate access to the new ride and Universal Studio T-shirts.

NEITHER WE NOR UNIVERSAL WERE SURE WE COULD PRODUCE.

Mary Lou Knudson remarked, "We put everything together so quickly that I don't think anyone imagined we could get anywhere near 100 cars to come out. I thought we'd be lucky to get even 30. When I told Universal over the cellular link we had over 100 cars coming their way, they were shocked."

Television traffic helicopters kept buzzing us as we crawled up the freeway in the rush hour and we arrived to a raucous welcome by a Doc Brown impersonator (a good one) and many of Universal's upper echelon.

"ANYBODY KNOW THE WAY TO GET TO UNIVERSAL?"

WOULD YOU BELIEVE 111 DELOREANS SHOWED UP ON TEN DAYS NOTICE?

FRAN AND TOM GAGLIO UNDER THE WATCHFUL EYES OF THE HELICOPTER

"I thought we'd be lucky to get even 30. When I told Universal over the cellular link we had over 100 cars coming their way, they were shocked."

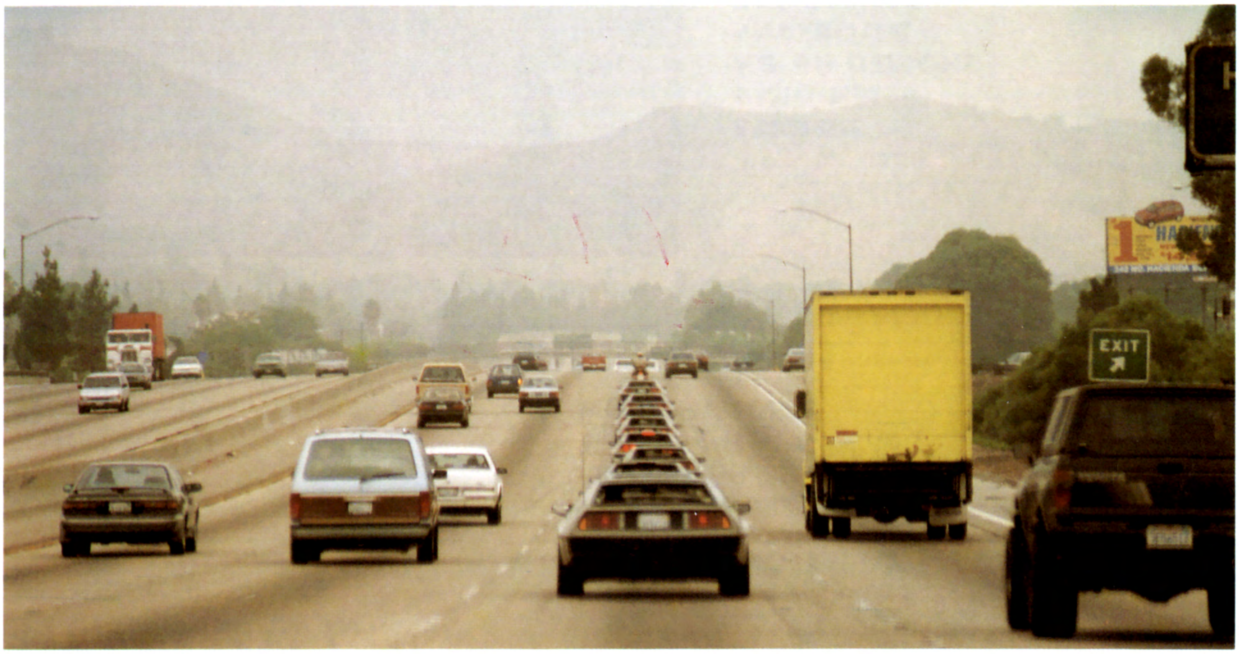
THE LARGEST GATHERING OF DELOREANS IN HISTORY!

Reporters clamored for interviews and TV cameras rolled; all adding to the excitement as we pulled into the park. I wondered if the ride could measure up to such a spectacular arrival. Well, it did, and then some.

It was great to simply walk in the VIP park entrance and the VIP ride entrance without waiting in lines. Universal let us go on the ride as many times as we wanted.

A MIND BLOWING EXPERIENCE.

When you enter the Back to the Future ride building, you are greeted by attendants, displays of Back to the Future memorabilia and a lady on a large television screen who orients you to the BTTF story. Then you're separat-



LANE 3 ON THE FREEWAY RESERVED FOR DELOREANS ONLY!

V.I.P. RECEPTION BY DOC BROWN AND THE PRESS; JOHN CORCORAN OF CHANNEL 9 TV.

SURPRISINGLY(?) DOC BROWN HAD BEEN CLONED—AND A REUNION WAS ACTUALLY IN PROGRESS.

ed into groups of eight and shown into smaller waiting rooms with even more memorabilia displays.

In this second room, another large TV screen displays a skit by the real Doc Brown and sets you up for the 'chase' you're about to go on. At that point, everything has been very high-tech and they do an excellent job of building your excitement. The doors swoosh open and you enter your eight-seat DeLorean.

There is no way to effectively describe the ride in words, so I'll just say it was "incredible." Besides, I don't want to spoil it for you. Anyone who has the opportunity and doesn't take the ride will miss a truly spectacular experience. It's so intense, however, I wouldn't recommend it for small children. In fact, once was enough for me although many members returned and returned.

The lunch and the rest of the day may not have been as mind-blowing as the ride, but it was very enjoyable seeing so many Association friends as we strolled through the park.

I can now imagine how Marty McFly must have felt as he stepped into that DeLorean and rocketed back in time — awesome!

WHEEL SPiN

THE DELOREAN PROJECT

By Rodney McComb, Ulster Automobile Club, Autumn, '82

Article reprinted courtesy of Mr. McComb, Director, Ulster Automobile Club

Whatever happened later, it cannot be often enough said that the first two and a half years of the DeLorean experiment were awe-inspiring. Everyone in Northern Ireland knows of the "green field to operational factory" story, but some of us had a late glimpse of an almost equally miraculous performance, in the development of a very original concept from the light in John's eye to a production road car in the same period.

General body shape and "ethical car" concept had been around longer, perhaps, but as Director of Product Engineering, Mike Loasby's task was to take all the input ideas and requirements and deliver a fully developed motor car ready to put into production. Hence, he was involved in the Lotus Engineering development work as well as that of his own department at Dunmurry.

It was near the end of this gestation period that we discussed a durability run. Prototype DMC 12's had been running in England for some time but it is recognised practice on the introduction of any new car to run early, but genuinely, production models for many thousands of miles, to discover as many potential or actual weaknesses as soon as possible, and before too many cars are released to the public.

There were two possible ways of obtaining drivers for these durability runs—either using professional test drivers, who are not thick on the ground in Ulster, or by asking members of the public. The first method costs much money, the second costs many motor-cars. This, in particular, was undesirable as the object of the exercise was to find out what would happen to a car in 35,000 miles. So writing one off and starting a-fresh would be unhelpful as well as expensive.

"On reflection, it was a stroke of near genius..."

Mike found the answer (or best compromise) in the U.A.C. (Ulster Automobile Club).

I can still remember my disbelief when he asked if I could obtain thirty or so drivers to put up 35,000 miles in each of two DMC 12's on a round-the-clock basis. On reflection, it was a stroke of near genius. An eventual total of sixty drivers and probably three times as many co-drivers were able to deliver opinions and verdicts and every comment was noted, and filed, and for a fact, a number were incorporated into the car.

Rodney McComb
Director, Ulster Automobile Club

And what a motley bunch: some of the best drivers in the world and some approaching the worst, some fat, some thin, some short, some tall, some used to fast luxury sports cars, some to rallying, some to racing, some to lorries, some to family saloons, some senior, some junior (minimum age twenty-five), all shapes and sizes, skills and experience with one thing in common—their dedicated enthusiasm for automobiles. And they were being asked, at someone else's expense, to drive the most talked-about exotica of the day, before anyone else would get the chance.

It was a very rare opportunity to offer a perk to members who had served the Club in various capacities, and drivers were chosen with this in mind, but finding drivers was the easy part. After many discussions and meetings, the outline grew like a military operation.

The cars had a range of about 250 miles per tank and as their unleaded fuel was available only at the factory, we settled on five four-hour stints per day, with a half hour to change over and refuel, and one and a half hours for a service and check. As two cars (one manual, one automatic) were running simultaneously, they ran a half hour apart so that the changeovers did not coincide.

Pathfinder Hannigan was dispatched to map out four set routes to produce 200 miles on each—to average 50 M.P.H.—using a mixture of motorway, main road, minor road and special stage, complete with loops which could be left out or covered twice as required to make sure that maximum mileage would be packed into each four hours.

> **"on a Monday morning in January, 1981, we wheeled two DMC 12's very gently out through the factory gates onto the M1."**

U.A.C. radios were fitted to each car, a recovery vehicle, and at the factory, and two briefing sessions were held for all the drivers. At the first we discussed all the implications for the operation, insurance, speed limits, police, timing, secrecy, writing reports, coping with left-hand drive, turning up on time, coming in on time. At the second we had, at last, an opportunity to drive the car, on the factory test track.

With D-day approaching, a schedule had to be prepared slotting each driver into two sessions per week, one in each car, and that was when the fun started. Some people wanted only daylight, some only night-time, some only week-ends, some any day except X and any night except Y. Some were away for week A but would be back halfway through week B except for day C. Some even said "just slot me in where you want" (God bless 'em).

At last we had seventy sessions per week manned and planned, and the big day arrived. At 00.00 hours and 00.30 hours on a Monday morning in January, 1981, we wheeled two DMC 12's very gently out through the factory gates onto the M1.

First impressions?— Seems twice the width of any car I have driven—why aren't the headlamps on—good heavens, they are on, they're American standards—speedometer stops at 85, that's American standards too—rev counter says 4600 in fifth, that's about 26 M.P.H. per 1000—h'm—wonder if its run in yet—didn't realise there were sharp bends on the M1—any bend is sharp at 4600—brakes are glorious—what heater?—Off MI onto good country roads—car tucks in and sweeps through bends as on rails—very responsive—very forgiving—much better than I expected—certainly not a two seater American car—handles like a dream—going too fast for a corner—brake harder, turn sharper—no problem to car—scares co-driver (and me)—now really bumpy "special stage" country—not so happy but surprisingly good—blind brow—sharp right—too fast—flick wheel—car responds so quickly I touch bank on right!—incredible response—cool it—unfortunate phase as steam is coming from engine—oh no, a blow-up on the very first stint—bonnet up—drivebelt off—radio in— tow home—ignominious, but tells them something about drivebelt tension—object achieved.

This really set the pattern for all the other stints. There were undoubtedly problems, especially those damned heaters—gear linkages—a tendency to bottom on certain bumps which was hard to trace—fuel pick-up difficulties when the tank was low—those appalling lights which were the highest wattage permitted by U.S.A. regulations and more—but every one was carefully recorded, analysed and dealt with by Chris Bradley and his helpers, Dave and Des.

And if we were less than enthusiastic about turning up at 04.00 hours, what about Chris and his team? Car No. 1 in—get report filled in—refuel—up on ramp—examine all over—correct any problems—dispatch next team—No. 2 car in—repeat process—Remain on stand-by in case of breakdown until No. 1 turns up again, and repeat. Then start a normal day's work in the development shop!

> **"an unforgettable experience which changed my view of the DeLorean experiment from amused cynicism to fervent admiration."**

All in all—an unforgettable experience which changed my view of the DeLorean experiment from amused cynicism to fervent admiration. Of course, a lot of mistakes were made, but the sheer drive, enthusiasm, expertise and professionalism displayed even to us, who were only on the fringe of the operation, deserved a better fate than has been meted out so far.

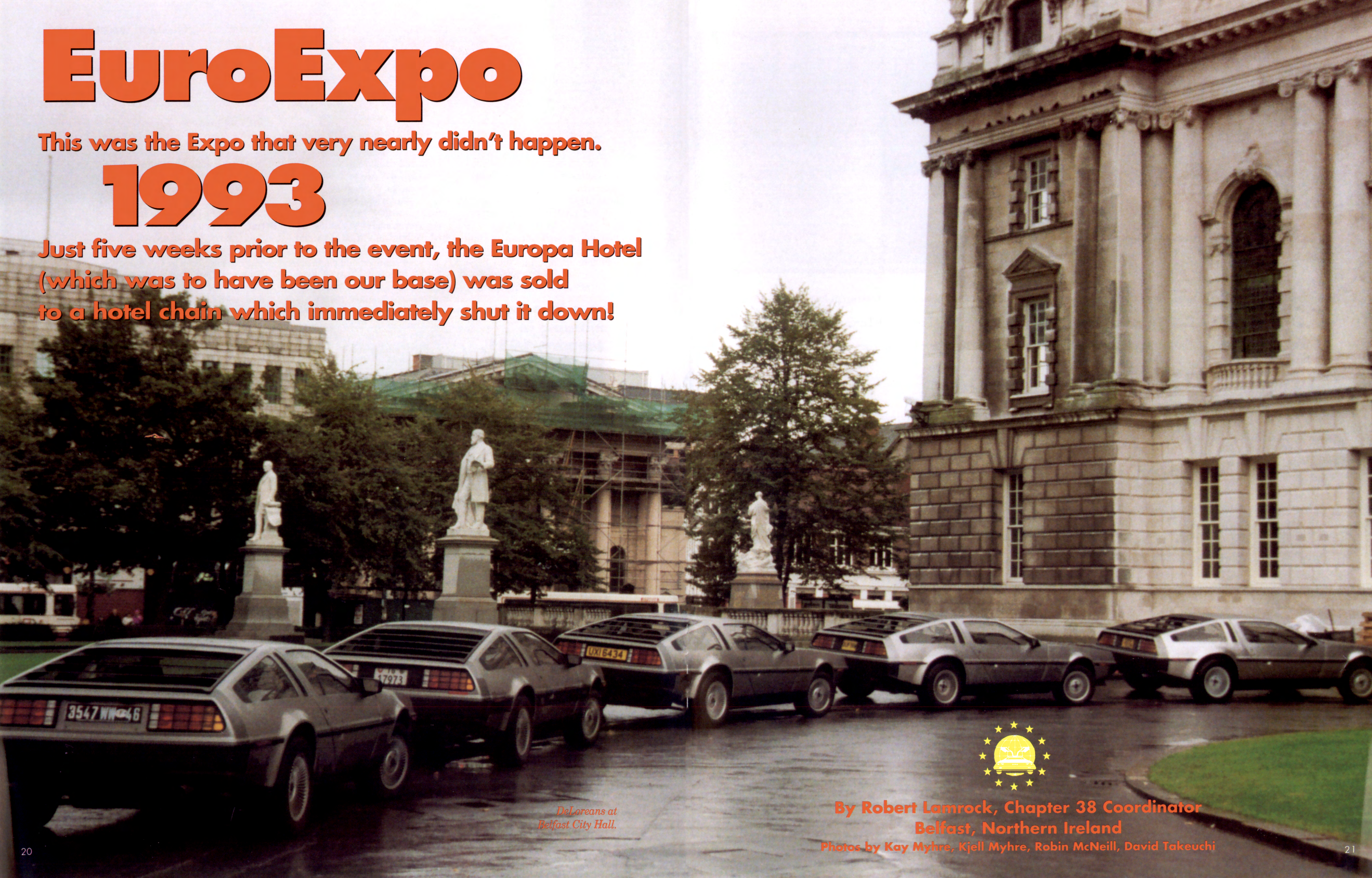
And the future? Who knows, but just in case—watch this space.

EuroExpo

This was the Expo that very nearly didn't happen.

1993

Just five weeks prior to the event, the Europa Hotel (which was to have been our base) was sold to a hotel chain which immediately shut it down!

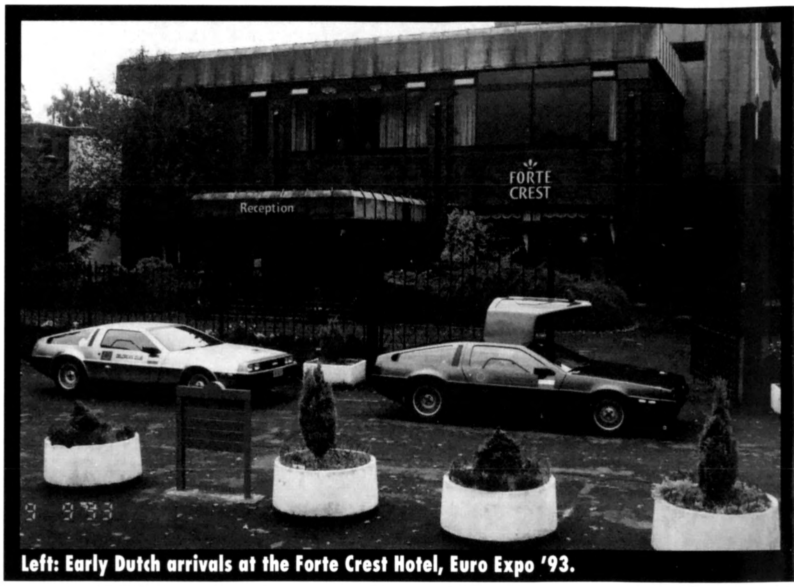


DeLoreans at Belfast City Hall.

By Robert Lamrock, Chapter 38 Coordinator
Belfast, Northern Ireland

Photos by Kay Myhre, Kjell Myhre, Robin McNeill, David Takeuchi

EuroExpo 1993



Left: Early Dutch arrivals at the Forte Crest Hotel, Euro Expo '93.

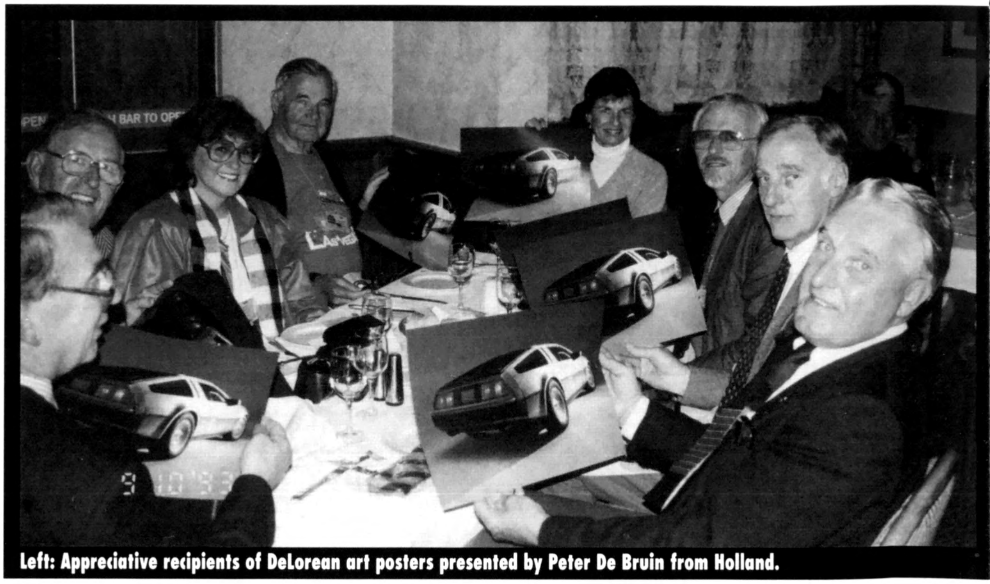
Too many plans had been made to let the small matter of accommodation spoil things and fortunately, the Forte Crest Hotel in Dunmurry could help us—far better. The hotel was right next door to the former DeLorean factory...

Thursday night, amid monsoon-like rain, some of the ninety representatives from 10 countries (Australia, England, France, Germany, Holland, Northern Ireland, Republic of Ireland, Scotland, Switzerland, and the U.S.A.) started to arrive at the welcoming reception.

> **"This was the biggest turnout ever seen at a single car show locally."**

George Senninger, the managing director of Montupet (UK) Ltd., officially declared EURO EXPO open. Dick Mulholland, the DMC body shop plant manager representing the former DMC employees and managers present, wished all the participants a good convention. Robin McNeill, representing the Association Board of Directors, welcomed everyone, and Peter

From left to right: Rodney McComb, Michael Hurrel, Kay Myhre, Bill Adkins, Christa McNeill, Kjell Myhre, Mike Loasby, Robin McNeill



Left: Appreciative recipients of DeLorean art posters presented by Peter De Bruin from Holland.

Center: Dick Mulholland, the DMCL Body Shop Plant Manager and wife, Carol. **Right: Racing day participants from Holland at the DMCL test track.**

DeBruin from Holland thanked the organisers for the invitation to attend. Then the raffle was underway.

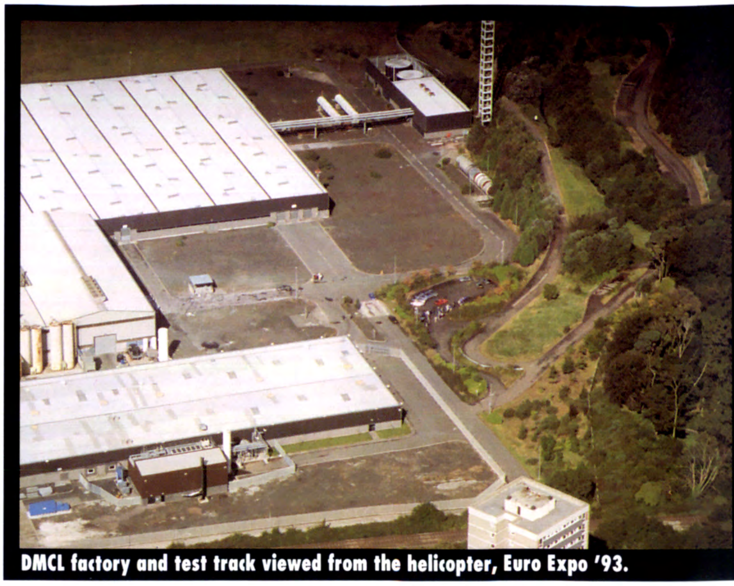
Friday morning and the scenic rallye had a very wet start. Would the rain ever stop? Despite particularly hazardous driving conditions, the cars all reached the quiet village of Bushmills on the North Antrim coast. The tour of Old Bushmills Distillery included a welcome sample of the local produce, which, incidentally has been officially brewed since 1608. Then on to the Giants Causeway. Australians Maurice and Marianne Brockwell had shipped their car all the way from Perth for the convention and Christoph has driven his finest car (he has five) from Switzerland to attend. These two cars were given special permission by the national trust to drive right down to the causeway for a photo call.

After lunch, the convoy of cars and a coach load of soaked but cheery people headed back to Belfast Castle for the Autojumble. A welcome cup of tea and biscuits greeted the saddle-sore travellers and all kinds of products were on sale. Chapter 38 officers, Keith Pratt and Dave Howarth, had a most interesting display of goods, everything from packets of assorted nuts and bolts to shock absorbers, and even an original cruise control.

Then it was over to Belfast City Hall where a most interesting guided tour was given.

Center: George Senninger, Managing Director of Montupet, and fiance. **Right: The public was invited and over 800 came to view the DeLoreans return to Dunmurry, Northern Ireland.**

EuroExpo 1993



DMCL factory and test track viewed from the helicopter, Euro Expo '93.

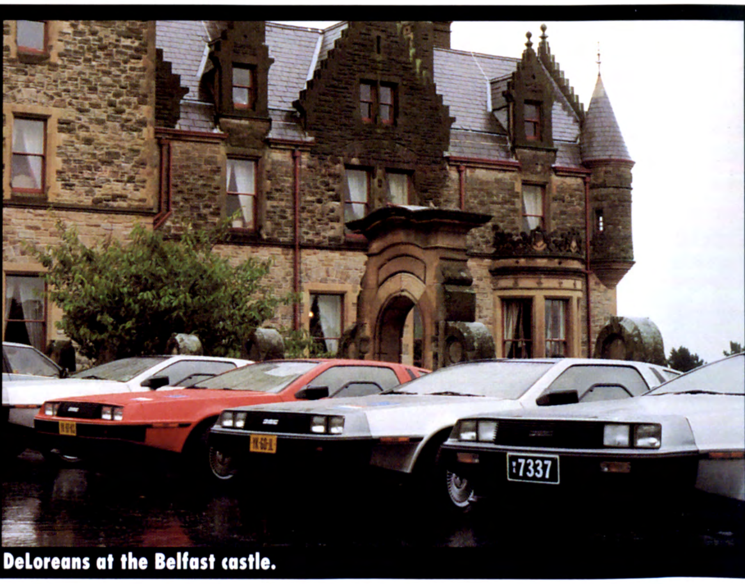
The DeLoreans all parked outside City Hall much to the curiosity of people passing by. After dinner, back at the hotel, a small party of eight decided to burn up what energy they had left by sampling the nightlife in downtown Belfast. The Manhattan Night Club and the Crown Bar are still recovering! And so to bed...ZZZZZzzzzz.

Saturday morning the steady flutter of helicopter blades chopping the sunny skies could be heard. The flight over the factory was on, much to everyone's relief, and more importantly, the test track was in perfect condition. Michael Loasby had flown in the night before, and the drivers were briefed before hitting the entry to the track. Local DMC owner Cyril Hinds arrived in his green DeLorean adding even more color to the occasion.

The helicopter took Association members on a whirlwind tour over the factory site and the conditions couldn't have been better: DeLoreans were racing around the test track below us and a fabulous bird's-eye view of Belfast. This was too much.

Lunch was enjoyed at Castlecourt Mall, and whilst shoppers stayed, the technics headed back to the factory for a most interesting, illustrated talk by Mike Loasby on the manufacture of the DeLorean car. Other former DMC people took the stage also: George McClurg, Terry Williamson, Chris Bradley, and Bill Shorten. The Ulster Folk & Transport Museum

Top speed into the right bank at the DMCL test track.



DeLoreans at the Belfast castle.

DeLorean in Irish green.

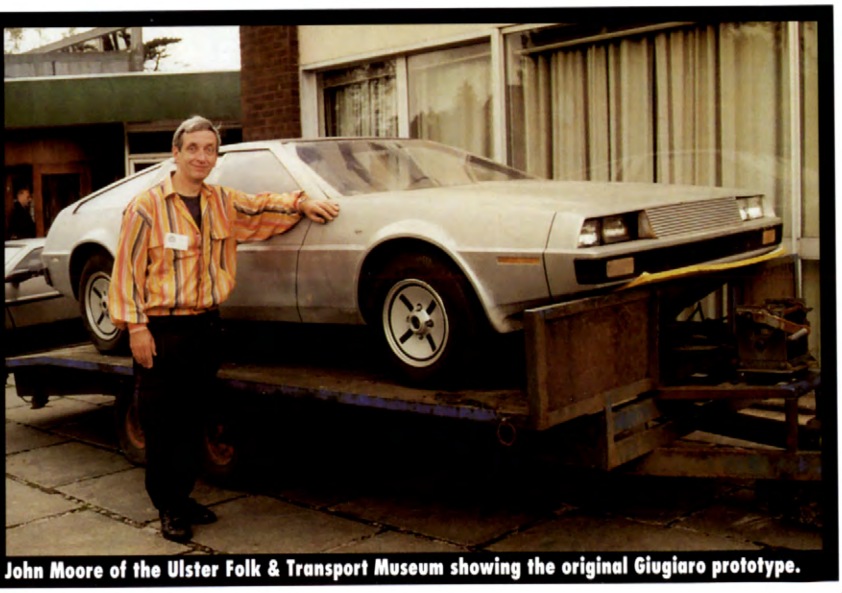
Mike Loasby, Chief Engineer, DMCL, and DeLorean World Editor, Kay Myhre at DMCL test track.

kindly lent us their trans-sectioned underbody for the tech talk...almost unusual exhibit. Before departing back to England, Mike Loasby presented all the DeLorean test track drivers with DMC driving licenses and then it was out to meet the public.

Some eight hundred people had come to see the cars as they sat in the parking lot. This was the biggest single turnout ever seen at a single car show locally. Everyone raved about the Gullwings. Driving back through Dunmurry Village that evening to the Parc Ferme, an elderly gentleman waved his DMC Pension Book at us from the pavement, such was the local admiration of the car.

> **“Local DMC owner Cyril Hinds arrived in his green DeLorean adding even more color to the occasion.”**

Furthest driven DeLorean by Christoph Wirz, Swirtzerland, at Giants Causeway.



John Moore of the Ulster Folk & Transport Museum showing the original Giugiaro prototype.

EuroExpo 1993

DELOREAN OWNERS ASSOCIATION

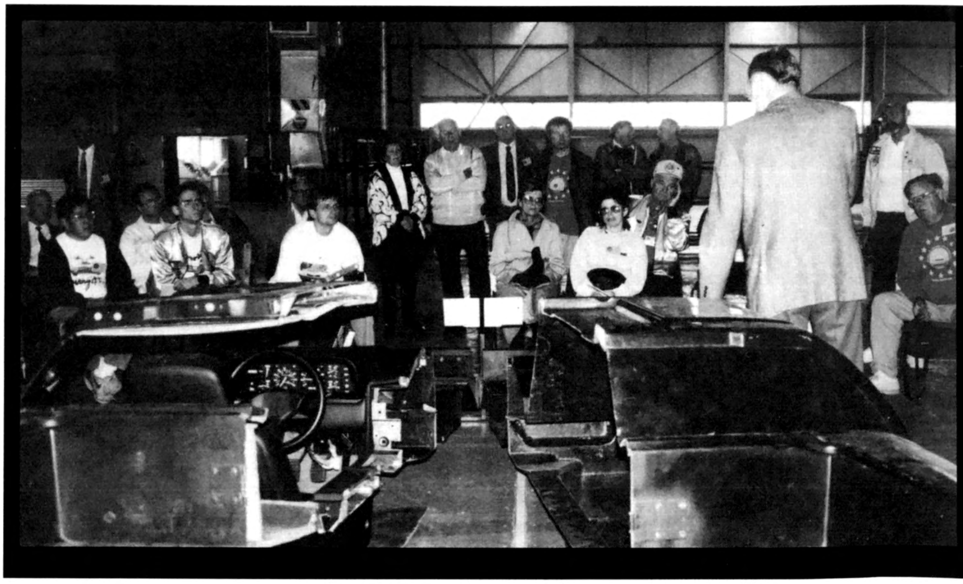
Left: Robert Lamrock, host of Euro Expo '93 making presentation at banquet to Peter DeBruin of Holland.

"Australians Maurice and Marianne Brockwell shipped their car all the way from Perth for the convention."

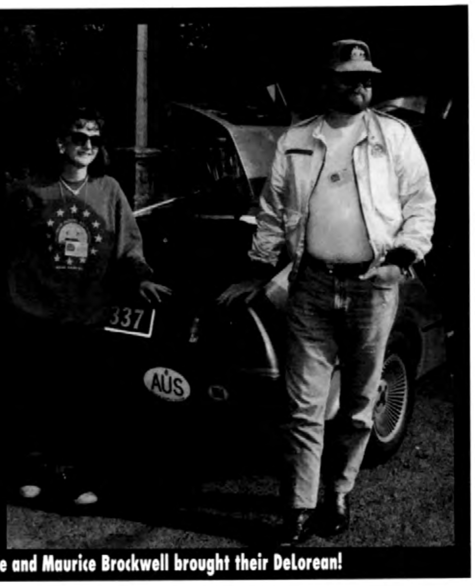
Banquets are usually a run of the mill thing—but not this one! This was held right on the factory floor—on the body shop floor, to be precise. Several speeches were made. But the highlight was hearing from Dick Mulholland, the body shop manager who told us his anecdotes and memories. After dinner, the prizes and trophies were presented.

Treasure Hunt: Donald and Charleen Broehl, Oregon, U.S.A.

Technical seminar presented by Mike Loasby, trans-sectioned underbody in foreground.



Center: Saturday night banquet at former DMCL factory, currently Montupet.



Right: From Perth, Australia, farthest travelled delegates Marianne and Maurice Brockwell brought their DeLorean!

Most Travelled Delegate: Maurice and Marianne Brockwell, Australia.

Furthest Driven: Christoph Wirz, Switzerland.

Runner-Up: Jan and Susan Eisen, Germany.

Best Turned Out Car: George Senninger, Belfast, Northern Ireland.

Jean Jacques Pezet of Montupet then gave a tour of the factory, assisted by former DMC employees and managers.

Sunday morning and everyone deserved a lie-in. The Ulster Folk & Transport Museum has the original Giugiaro prototype. This is not usually on display to the public—but for the Association—no problem. John Moore, the keeper of Transport kindly gave us the history of this particular model, not to mention the car inside the museum.

Alas, the Euro Expo drew to a close and everyone began the long trek home to their respective countries. This certainly was a unique convention. It certainly was a lot of fun—maybe we can do it again sometime?

(The DeLorean Owners Association wishes to acknowledge the assistance and financial support from the Northern Ireland Tourist Board toward the running of this convention.)

Susan and Jan Eisen, Germany, modeling DeLorean Owners Association sweaters.

Jean Jacques Pezet, Public Relations Director of Montupet, hosting visitors Keith Pratt from England and Robin McNeill from California.

"The future looks very bright for DeLorean owners."

Ed Bernstein, Co-owner of DeLorean One

"There has been a lot of hoopla lately over Rick Cole's Gold List. In case you haven't heard, Rick Cole, the owner of the largest collector car auction firm in the country put the DeLorean at the top of his list of desirable investment vehicles."

"That makes three."

"Rick Cole has never been much of a DeLorean fan so, frankly, I was surprised to hear that he was going to join the ranks of Car and Driver and Road & Track in proclaiming the substantial investment value of our marque. Of course, a lot of this value can be attributed to the car's advanced styling, its ongoing part in the 'Back to the Future' phenomena and its overall quality. But there is another factor — the level of support the car receives."

"Parts will be readily available at DeLorean One."

"It is true that many parts are no longer available from some sources. A few suppliers have closed their doors entirely and others are in the process. But that's not the case at DeLorean One. We have developed key suppliers of replacement parts here and abroad. In fact, many of these suppliers are remanufacturing parts just for us.

"In short, we saw the handwriting on the wall, so we took steps to protect ourselves and our customers."

"Parts aren't always parts."

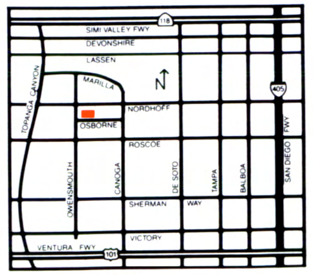
"Many DeLorean parts were manufactured over ten years ago. During this time, some of them have been stored and handled improperly. So, just a word to the wise, 'beware.'

"On the other hand, we guarantee every part we sell, 100%, at DeLorean One."

"Our Preferred Client program gives you even more support."

"This new program provides you with additional benefits such as our 24-hour, toll-free help line. We're always willing to talk you through a mechanical problem you may be having, day or night.

"Yes, the Delorean and its owners have a very bright future and DeLorean One will continue to be a big part of it."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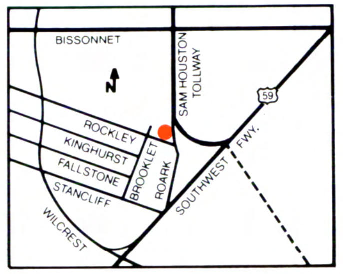
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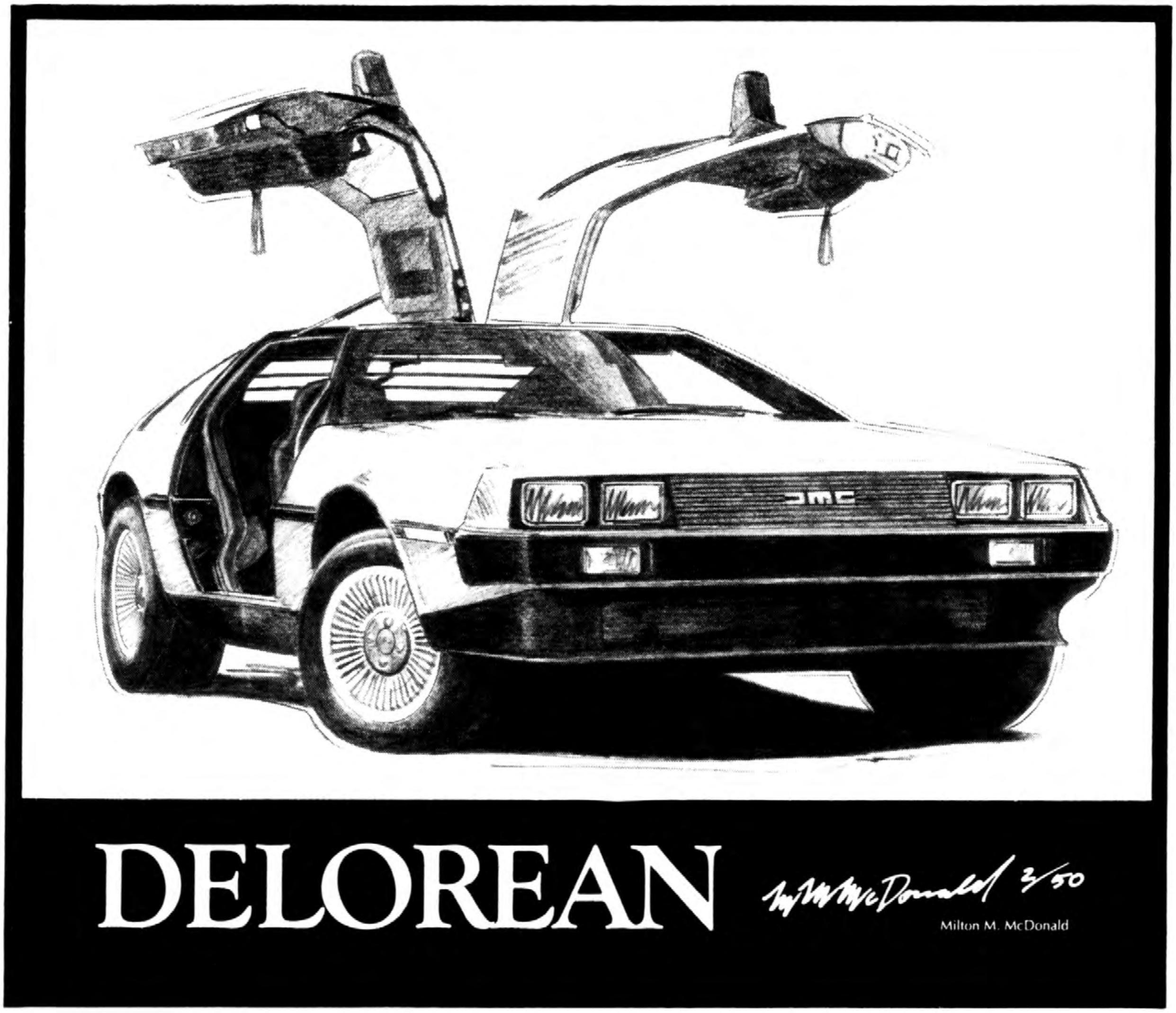

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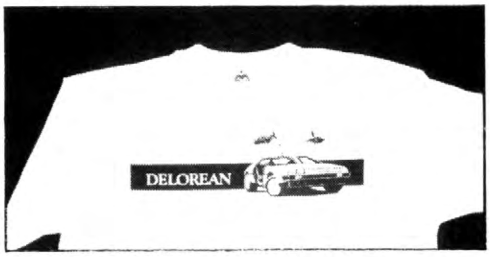

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Loping Toward The Death Star, with Every Sense but Smell

continued from page 11

In those cases the simulator is interactive, meaning that it is the viewer, not the simulator, who decides which way the "plane" will fly and what will be seen next.

But the Back to the Future ride makes up for the rider's passive role with vividness. The film, a $16 million effort, lasts only 4 minutes but the body says it is longer. Except for the last few seconds, when the time machine returns home with live actors and full-size props, it was shot entirely of miniatures, representing the mythical Hill Valley, Calif., in 2015 and in primordial times.

At the heart of the ride is the integration of sight with motion. Visitors sit in one of 12 mock-ups of an eight-passenger DeLorean sports car, with the trademark gull-wing doors but no roof. Each "car" sits on a motion platform.

According to Terry Winnick, the producer of the ride, the platform can move as much as two feet forward or back, right or left, and can tilt front and back, left and right. It produces a force on the rider of up to 1.8 G's. (One G is the normal force of gravity. Producing a force of one additional G, or reducing the natural 1 G to zero, requires a change in speed of 32 feet per second, in a single second.)

While 1.8 G's is not a challenge to an average person, it is a lot more than people encounter in everyday life. John K. Lauber, a member of the National Transportation Safety Board, the Federal agency that investigates plane crashes, said that an airline passenger generally feels forces no greater than 1.5 G's.

The motion platform does not really produce the sensations that the real maneuvers would, just as a real flight simulator, as Mr. Bray put it, "is only able to present a pretty small part of the whole motion envelope the airplane's going through." But, he said, the motion "supports the environment that's being described to you otherwise." By combining the suggestion of motion with the full visual impact, the ride induces the mind to accept that the rider is fully involved in the action.

Integrating the platform with the movie is critical. Aviation experts say that movement perfectly handleable in a real vehicle can produce "simulator sickness" if the visual cue differs from the motion perceived by a rider's inner ear.

THE VISITOR'S DELOREAN IS CAREERING THROUGH TIME AND SPACE IN AN ATTEMPT TO OVERTAKE A DELOREAN HIJACKED BY THE ALL-TIME MISCREANT, BIFF TANNEN.

The movie was shot with a computer-controlled camera, which moved the lens from point A to point B at a rate and along a trajectory set by human operators. That computer was then yoked to a control computer for the motion platform, said Mr. Winnick. The ride is essentially a chase scene, in which the visitor's DeLorean is careering through time and space in an attempt to overtake a DeLorean hijacked by the all-time miscreant, Biff Tannen, who threatens to run rampant and "disrupt the space-time continuum," as an ever-breathless Dr. Emmett Brown (Christopher Lloyd), tells visitors via video tape as they board. If the combination of sight and motion did not achieve the desired effect, then the scene was reshot or the motion platform recalibrated slightly, Mr. Winnick said.

The ride begins and ends with a whiff of nitrogen gas, which creates a ghostly fog. During the ride, cold wind blows over the audience to simulate motion. A 10,000-watt multichannel stereo system helps too.

Mr. Winnick said that the motion of the DeLoreans is adjusted slightly to account for individual angles of perspectives and that the combination of different motion and different perspective gives each visitor a slightly different ride.

Disney would not discuss the technology behind its flight simulator rides, the first of which opened in January 1990. They are larger compartments, also on motion platforms, facing a smaller screen.

But a spokesman for Disney World, John Dreyer, said that rides that move people in dramatic ways, as opposed to simply showing them things, are definitely at the cutting edge. Disney is building a "Twilight Zone Tower of Terror" in which visitors will descend 13 stories in free fall, he said.

Eventually, with faster and cheaper computers, amusement-park rides could become interactive, but Mr. Winnick said that on his ride, a passenger would have trouble holding onto a joystick. Instead, he said, Back to the Future offers "an artificial reality, a very personal reality."

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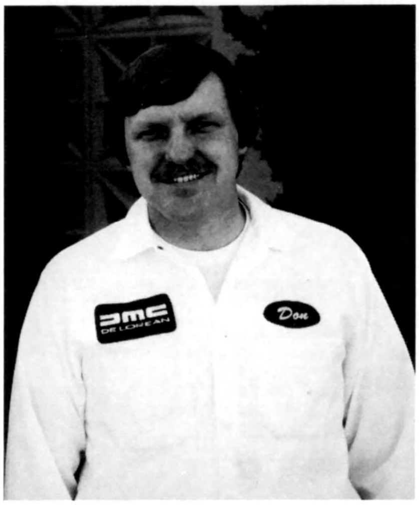

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1993 ELECTION RESULTS

By Jack Balderston, Parliamentarian

Ballots listing the nominated slate for the Board of Directors of the DeLorean Owners Association were mailed to each member in early August with a return deadline of September 3, 1993.

The ballots, which were returned from several countries as well as the U.S. and Canada, were counted on September 5 by members William Adkins, Richard Deskin and Vanessa Deskin.

Three hundred and forty one ballots were returned, well over the 10% of the membership required to make the biannual election. The entire slate was elected and the names were announced by Robin McNeill at the Belfast meeting.

In compliance with the bylaws, the newly elected Board of Directors then chose the Board officers. The Directors and officers are:

President: David Knudson
Vice President, Technical & Membership Director: John Truscott
Vice President, Activities: Mary Lou Knudson
Secretary: Ray Haug
Treasurer: Joan Truscott
Chapter Director: Millie Bernstein
Editor, DeLorean World: Kay Myhre
Associate Editor, DeLorean World: Kjell Myhre
Products Director: Marcie Haug
International Director & Historian: Robin McNeill
Parliamentarian: Jack Balderston
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LETTERS to the editor

"Now you've done it!" How do you reckon to top the Universal Studio's function?

Please extend our congratulations to all concerned in organizing that exhilarating day. "Blockbuster" does not fully describe the magnitude of this wonderful event.

The most memorable part, in my opinion, was seeing at least fifty of our cars ahead of me and the headlights of ten or more behind me at any one time and knowing that Anita and I were part of this historical event.

To the members who turned out, I would like to say, "Well done", you made it all possible.

Once again, a big thank you to the organizers.

Sincerely,
Bernard & Anita Wood, California

My wife, Bea, and I have just returned from "Euro Expo '93", an event which for us will rate as probably one of our most memorable trips ever. The mingling of a truly international cast of DeLorean owners, all of who exuded pride and enthusiasm for their cars, together with the tremendous interest from the media and more poignantly, the local population which included former employees, was unbelievable. For myself, I was able to combine the Expo with a long overdue (17 years) visit to the country of my birth, having come from Lisburn to England aged 11 months, and subsequently to the USA 12 years ago.

My American wife had never been to Northern Ireland, or met members of my family, most of who still live within a few miles of the DeLorean plant site, and she was overwhelmed by their love and generosity providing us with accommodations, transport and guided tours culminating with a family reunion dinner attended by 18 people.

I must pay tribute to Robert Lamrock and his fellow organizers for coordinating a very complex event amidst extraordinarily difficult circumstances. Well done everybody!

Sincerely,
Ted & Bea Allebone, Michigan

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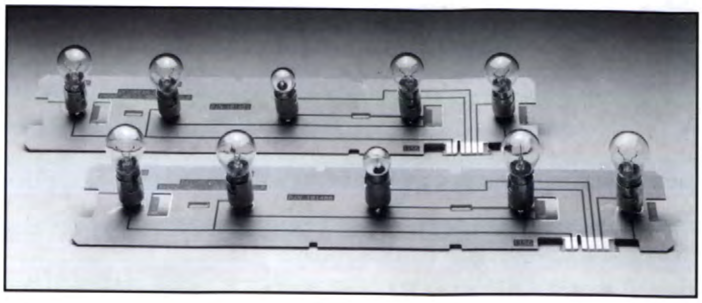

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